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# The Hongkong Telegraph.

ESTABLISHED 1881.

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ORIENTAL AGENCY  
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UNITED ASBESTOS COM-  
PANY, LTD., LONDON.  
DODWELL & CO., LIMITED  
General Managers.

THIRTY DOLLARS  
PER ANNUM.

NEW SERIES No. 1380 日七月十年五十二緒光 WEDNESDAY, NOVEMBER 29, 1899.

三拜禮 號九十月一十英港香

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 12,000,000  
CAPITAL UNCALLED ..... " 12,000,000  
RESERVE FUND ..... " 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
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TIENTSIEN.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
FARR'S BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG AGENCY—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

S. CHOY,

Hongkong, 4th October, 1899. [382]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$11,000,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
R. M. GRAY, Esq., Chairman.  
N. A. SIERS, Esq., Deputy Chairman.  
David Meyer Moses, Esq.

E. Gootz, Esq. A. McCollachie, Esq.  
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The Hon. J. J. Keswick R. Shewar, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

THOMAS JACKSON,

Chief Manager.

Hongkong, 16th October, 1899. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1899. [10]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £ 344,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chau Kit Shan, Esq.

Chow Tung Shing, Esq. Kwan Ho Chuen, Esq.

D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %

Hongkong, 30th May, 1899. [8]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £ 800,000

RESERVE LIABILITY OF SHARE-

HOLDERS ..... £ 800,000

RESERVE FUND ..... £ 500,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " 31 "

" 3 " 21 "

T. H. WHITEHEAD,

Manager, Hongkong.

Hongkong, 20th May, 1898. [31]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAELS.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.  
CHEFOO. SINGAPORE.  
CHINKIANG. SWATOW.

FOOCHOW. TIEN-TIN.

HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Safe Deposit and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

5 % per Annum Fixed Deposits for 3 months.

" 6 " 4 "

" 12 " 12 "

E. W. RUTTER,

Acting Manager.

Hongkong, 1st November, 1899. [123]

## Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Malacca	E. G. Andrews	About 30th Nov.	Freight or Passage
N'SAKI & KÖBE	Socotra	T. H. Hide, R.N.R.	4 P.M., 2nd Dec.	Freight only
LONDON, &c.	Clyde*	C. T. Denny, R.N.R.	Noon, 9th Dec.	Freight or Passage
JAPAN	Kohila*	S. de B. Lockyer, R.N.R.	9th Dec.	Freight or Passage
JAPAN	Rosetta	C. C. Talbot, R.N.R.	9th Dec.	Freight or Passage
SHANGHAI	Parramatta	A. Symons	About 9th Dec.	Freight or Passage
LONDON	Japan	G. K. Wright, R.N.R.	About 14th Dec.	Freight or Passage

(See Special Advertisement.)

(Passing through the Inland Sea.)

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 29th November, 1899. [5]

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES,  
GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;  
Also  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

### PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
KONIG ALBERT	WEDNESDAY, 13th December.
PRINZ HEINRICH	WEDNESDAY, 27th December.
PREUSSEN	WEDNESDAY, 10th January.
KARLSRUHE	WEDNESDAY, 24th January.
SACHSEN	WEDNESDAY, 7th February.
OLDENBURG	WEDNESDAY, 21st February.
BAVERN	WEDNESDAY, 7th March.
STUTTGART	WEDNESDAY, 21st March.
KONIG ALBERT	WEDNESDAY, 4th April.
WEIMAR	WEDNESDAY, 18th April.
PREUSSEN	WEDNESDAY, 2nd May.
HAMBURG (Hamburg Amerika Line)	WEDNESDAY, 16th May.
PRINZ HEINRICH	WEDNESDAY, 30th May.

ON WEDNESDAY, the 13th day of December, 1899, at NOON, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Cuppers, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

[1394a]

Hongkong, 17th November, 1899.

HONGKONG HOTEL

NEW ROOMS  
At Moderate Daily Rates.

## PHONOGRAPHS.

THE NEW HOME PHONOGRAPH  
(GENUINE EDISON) WITH FITTINGS.  
PRICE \$60.

LANE, CRAWFORD & CO.

[1286a]

Ex. S.S. KAMAKURA MARU."

A NEW STOCK OF

TRIMMED HATS AND BONNETS.

LATEST PARISIAN AND LONDON FASHIONS.

ALSO A CHOICE SELECTION OF

BALL DRESS TRIMMINGS.

W. POWELL & CO.,

Immediately Opposite



# THE HONGKONG TELEGRAPH, WEDNESDAY, NOVEMBER 29, 1899.

## THE LADYSMITH DISASTER.

(From Our American Exchange.)

LADYSMITH, October 30th.

Firing commenced at 5 o'clock this morning, the Boers shelling Ladysmith with forty-pounders.

An advance of the British forces was made at dawn, with the object of shelling the Boers from the position where yesterday they had mounted a number of guns. On reaching the spot, however, it was found that they had evacuated the position.

The British continued to advance, and the movement developed into a reconnaissance in force. The enemy were posted on a range of hills having a frontage of about sixteen miles. The British force was disposed in the following order: On the right, three regiments of cavalry, four batteries of the Royal Field Artillery and five battalions of infantry; in the centre, three batteries of the Royal Field Artillery, two regiments of cavalry and four infantry battalions; on the left, the Royal Irish Fusiliers, the Gloucestershire regiment and the Tenth Mountain Battery. This force had been detailed to guard the English left flank at a late hour last night. General White's plan of operations was that as the movement developed the force constituting the centre, which was disposed under cover of a kopje about three miles from the town, should throw itself upon the enemy, while the left flank was being held by the Fusiliers and the Gloucesters. The scheme was well devised but failed in execution, owing to the fact that the Boer position which formed the British objective had been evacuated.

LONDON, October 31st.

The *Daily Telegraph* has the following account of the Ladysmith engagement from its special correspondent at the front:

"An indecisive reconnaissance occurred to-day. General George Stewart-White advanced before daybreak with all the available forces from Ladysmith, moving toward Tintayon. Two brigades were under Colonels Ian Hamilton and Howard, and another, with Sir General Archibald Hunter, went toward Butcherwan, while two regiments, guided by Major Adye, marched on our extreme left beyond the old camp."

"The Boers were found to be in great force at all points. Although we have seven batteries of artillery, their fire failed entirely to crush that of the enemy until our cavalry, the Fifth Lancers, pluckily rode across the enemy's front and feigned a retreat. This, however, failed to entice the enemy out, the Boers only replying with a shell fire."

"This flank attack so developed that Colonel Hamilton had to reinforce our right with three batteries and the Gordon Highlanders, the Devonshire regiment and the Manchester regiment at intervals. Our artillery then changed front, and a severe artillery duel ensued, the guns generously supporting the reinforcing infantry as they advanced."

"Two batteries remained in action against the twelve-pounders, and quick-fires of the naval contingent came into action. The enemy had field pieces, machine guns and a twelve-pounder. General White in the afternoon withdrew his forces upon Ladysmith."

The British artillery quickly reduced the volume of the enemy's fire, but the attack delivered on the right flank was the principal one, and the column was compelled to charge. The Boer attack had been silenced for a time, and the British infantry advanced, covered by the cavalry. The enemy now began to develop a heavy counter attack, and as they were in great numerical superiority General White gave orders for the infantry to be gradually withdrawn. The movement was carried out with great steadiness and deliberation, under cover of the British guns, which made excellent practice.

Some shells were thrown into the town from the Boer's forty-pounders at a range of over 6,000 yards, but no damage was done. The engagement lasted several hours, and resulted, on the British side, in casualties estimated at from 80 to 100. The Boer losses must largely have exceeded this total.

The attack was admirably delivered by the British right, and the Boers were fairly driven out of one of their strongholds near Lombardskop. It was not possible, however, to push the success much further, as beyond that point lay a long, big ridge, affording every kind of natural cover. Of this the enemy took the fullest advantage. The British shells failed to dislodge the Boers, and as the infantry moved forward in extended order they came under a heavy and well-directed rifle fire, the result of which was soon apparent.

General White, who was with the centre, seeing that the troops on the right were somewhat pressed, sent to their assistance the whole centre column with the exception of the Devonshire regiment.

The battle had then lasted four hours, during which the artillery fire on both sides had been almost incessant. The Naval Brigade, which landed at Durban, had arrived on the scene toward the end of the fight, and they immediately brought their heavy guns into play. Their practice was magnificent. At the fourth shot the enemy's forty-pounders had been knocked out of action.

The town is now freed from apprehension of bombardment. Throughout the engagement the Boers held their ground with courage and tenacity, and, considering the intensity of the British artillery fire, they must have suffered severely.

## General White's Report.

The War Office here has received a dispatch which says General White has fought an engagement, presumably with General Joubert's forces, which were pushed back after several hours' fighting. The British lost about 100 men and the Boer losses were much greater. The Boers were in greater number, and had better artillery.

General White's dispatch, which was dated 4:30 p.m. to-day, read:

"I employed all the troops here except the obligatory garrison before the works. I sent a mountain battery, the Royal Irish Fusiliers and the Gloucesters to take up a position on the hill to clean my left flank. The force moved at 11 o'clock yesterday evening, and during some night firing, the battery innes stamped with some of the guns, which, however, I hope to recover. These two battalions have not yet returned, but they are expected this afternoon."

"I detailed two brigades of field artillery and five battalions of infantry aided by cavalry under General French to attack a position which the enemy yesterday mounted guns. We found this position evacuated, but our force was attacked with considerable vigour with what I believe were General Joubert's troops. They had many guns and showed in great numbers. Our troops were all in action and we pushed the enemy back several miles, but did not succeed in reaching his laager. Our losses are estimated at between 80 and 100, but those of the enemy must have been much greater, the fire of our guns appearing very effective."

"After being in action several hours I withdrew the troops, and they returned unmolested to their cantonments. The enemy are in great number, and their guns range further than our field guns."

"I now have some naval guns which have temporarily silenced and I hope will permanently dominate the enemy's best guns, with which he has been bombarding the town at a range of over 6,000 yards."

## Britons Led into a Great Trap.

LADYSMITH DISASTER A SECOND MAJABA.

LONDON, October 31st.

From the scant advices received up to 11 o'clock, it seems tolerably certain that the Ladysmith disaster was a simple repetition of the battle of Majuba hill, though on a larger scale. The two regiments were allowed to march into a trap set for them by the Boers. It is simply a case of the Boer spider and the guiltless British. In fact, the whole engagement of Monday seems to have been brought on by Commandant-General Joubert, who skillfully conceived a gigantic trap, out of which, as the official dispatch shows, Sir George White escaped with difficulty.

General White advanced with the idea of driving the Boers from the hill seven miles out, which General Joubert made an ostentatious show of fortifying on Sunday. The Boer commander left a force sufficient to draw General White on, while the mass of the Boers he moved stealthily around the British right, to deliver a flank attack and to endeavour to cut off General White from Ladysmith. The British commander succeeded in beating off the attack, but only with great difficulty, and during the turning movement his troops suffered from a flanking fire.

Harrish things are said in military circles of the British tactics which have made possible the amazement of the Eighteenth Hussars at Glencoe, and now the loss of two fine regiments. It is feared that Sir George White is no match for the Boers in cunning, and is pointed out that if the British commanders continue to lead their men into obvious traps further disasters must be looked for.

An interview is published with a British officer, whose name is withheld, but who is described as "a well-known General with a distinguished record during the Indian mutiny," in the course of which he passes severe criticism upon the conduct of the campaign. "Yesterday's disaster," says the officer, "is only another proof of serious blundering. Although Sir George White is a good regimental commander, he does not seem to excel in strategy or the management of a big division. I regard the Glencoe business as another example of blundering."

Proceeding to discuss the engagement at Glencoe, the officer observes: "Some of the enemy's officers were allowed to occupy and plant guns on Talana hill. Nothing was done to stop this until the Boers began to shell Glencoe on the following morning. As for yesterday's casualty, it seems inexplicable that the two regiments should have been allowed to separate themselves from the main body, especially with a swarm of the enemy against them. I know I am expressing the opinion of many military officers. We are disgusted with the War Office for having prematurely allowed the issuance of glowing reports of victories without equal frankness and promptitude in disclosing the circumstances discounting these reports."

Sir George White's honest admission of full responsibility and the terms of his dispatch are regarded in some circles as virtually placing his case in the hands of the home authorities, and it is even rumoured late this evening that the War Office has already decided to supersede him. The report, however, is discreditably well-informed quarters.

## List of Officers Captured.

LONDON, October 31st.

General White telegraphs the following list of officers taken prisoner to-day:

*Royal Irish Fusiliers*:—Lieutenant-Colonel R. C. Carleton, commanding Major F. H. Munn, C. S. Kincaid, Captains A. R. Burrows, G. H. B. Rice, wounded, W. B. Silver, wounded, Lieutenant A. E. S. Heard, C. E. Southery, W. H. B. Phibbs, A. H. C. MacGregor, H. B. Holmes, A. L. J. Kelly, W. D. Donner, wounded, R. L. Kenish, Kilkeean, Jeudwine, Captain Matthews.

*Gloucester Regiment*:—Major Stanley Humphrey, commanding, Majors Herbert C. Cure, W. B. P. Wallace, Captains Stuart Duncan, wounded, R. Conner, wounded, Lieutenants Alan Bryant, F. C. Nisbet, J. O'D. Ingram, R. M. Davey, C. S. Knox, W. A. M. Temple, A. H. Radice, F. A. Breul, W. L. B. Hill, H. Smith, W. S. Mackenzie, R. L. Beasley, R. J. Gray.

*Mountain Battery No. 10*:—Major Gilbert E. Bryant, Lieutenants G. D. Wheeler, Nugent, Moore, Webb.

*Staff*:—Major Adye.

## Grief at the Homes of Captured Troops.

IRISH SENTIMENTS LESS PRO-BOER.

NY YORK, October 31st.

A London cable to the *Times* says—Armagh, Ireland, which is the depot headquarters of the Royal Irish Fusiliers, received news of the capture of this regiment by the Boers at first with astonishment and disbelief. This afternoon gave way to anger at the sacrifice of a corps which did not have a chance to distinguish itself. There is also bitter feeling against the War Office for not sending re-enforcements earlier.

It is noteworthy that the pro-Boer sentiment among the Irish Nationalists has subsided considerably.

LONDON, October 31st.

The disaster has caused feelings akin to consternation and in Gloucestershire and the north of Ireland, where the captured regiments were recruited, the blackest gloom prevails, families awaiting with beating hearts the names of the killed and wounded, which are fully expected to reach high figures. Many homes are already in mourning in consequence of losses sustained by these regiments in previous engagements.

## Leyds Surprised at the News.

BRUSSELS, October 31st.

Dr. Leyds, the special representative of the Transvaal Government in Europe, in the course of an interview to-day regarding the situation at Ladysmith, said he was greatly surprised at the news of the British disaster. While paying a warm tribute to the conduct of Sir George White, he pointed out that a tactical error had been committed by the British commander in dividing his forces and underestimating the strength of the Boers. He declined to give an opinion regarding future developments.

Telegrams of congratulation had been received by him, he said, from all parts of Europe and from all classes of society. In reply to a question as to the Boer forces, Dr. Leyds said that the combined command of the Transvaal and the Free State aggregated only 50,000, including old men and boys.

## Boer and British Treated Alike.

DURBAN (Natal), October 31st.

The Legislative building has been transformed into a hospital for the Boer and British wounded, who will be treated alike.

## Deepest Gloom Holds England.

DROP IN AFRICAN SHARES.

LONDON, October 31st.

A feeling of deepest gloom pervades all England to-night because of the disaster which has befallen the British army in Natal. The news came as a heavy shock and caused consternation. While minor reverses in Africa were not wholly unexpected, nothing like the staggering blow General Joubert delivered to General White's forces yesterday was anticipated. The full extent of the disaster is not yet acknowledged, if it is known, at the War Office. The loss in effective men must be appalling to a General who is practically surrounded. Two of the finest British regiments, and a mule battery deducted from the Ladysmith force, weaken it about fifth of its total strength and alters the whole situation very materially in favour of the Boers, who have again shown themselves stern fighters and military strategists of no mean order.

The disaster cost the British from 1,500 to 2,000 men and six seven-pounder screw guns, and as the Boer artillery is already stronger than imagined, the capture of these guns will be a serious matter.

Further news must be awaited before it is attempted to fix the blame where it belongs. General White manfully accepts all the responsibility for the disaster, which apparently was at least partly due to the stampeding of the mules.

Since Majuba hill, in 1881, the officers of the British army have burned for an opportunity to wipe out the memory of that defeat. Now they find, to their dismay, that they are completely out-generated by Boer farmers, and that their artillery is powerless before the artillery of the two republics. Majuba hill is not yet avenged.

Then there was a rush to the War Office, which by noon was surrounded with private carriages and hansom, while many of the humbler class of people came on foot, all waiting and watching for the names they held dear. Never was it said anything like "Bad news travels quickly" better exemplified here to-day.

By noon gloom and bitter sorrow prevailed throughout the British metropolis. Notwithstanding the retreat of his army, notwithstanding the imminent danger of complete defeat which threatens it at Ladysmith, General White continues to send boastful despatches to London announcing victorious attacks on the Boer lines. These despatches are doubtless designed to be reassuring, but they have ceased to have that effect. Reports from London show that the people are in a high state of anxiety concerning the situation, and comparatively little trust is put in the official assurances that all is well.

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The unreliable nature of the official reports given to the public was exposed in Parliament during the short session called to vote money for the war. On the floor of the Commons it was openly charged that the Secretary of State for the Colonies was suppressing or misrepresenting despatches from the front. The charges were indignantly repudiated, but the reputation only shifts the responsibility a little further back. Clearly the truth has not been told, and if the Ministers in London have not altered the despatches then the general at the front has misrepresented the facts.

Judged by the results, Weyler's despatches of victories over the Cubans were not more false and misleading than those which the British authorities in South Africa have sent out concerning the battles of the present war. They have claimed successes in every engagement, have repeatedly asserted that the Boers were driven back from point after point with heavy loss, and yet the movements of the campaign show that it is the British who have had to retreat, the British whose losses in killed, wounded and prisoners have constituted the serious features of the fighting, and the British who are now in peril of being forced to surrender their army to it from annihilation.

Over and over again British critics have denounced the censored reports sent out from Manila under the order of General Otis. Over and over again they have assumed a superior virtue in lecturing the American people upon the misrepresentation of news. Never, however, has there even been committed by the officials of this country, whether civil or military, any such wholesale and extraordinary misrepresentation as that which is now being carried on by the British general in his reports from the seat of war. It is not surprising to learn that even his own countrymen do not believe him, and, despite the best efforts of the Government to reassure them, the feeling in London continues to be one of intense anxiety.

Barrel will now settle the question, not White, and he is not considered by military critics or intimate friends as likely to begin the campaign by ordering the abandonment of Natal.

## What the "World" Says.

NEW YORK, October 31st.

The *World* says—"To have two thousand men taken prisoners on the field of battle is a blow which the prestige of the British army will not soon recover, nor since Uncle Sam humbled British pride at Saratoga and Yorktown and the French forced the Duke of York to capitulate at Alkmaar have any large number of British soldiers allowed themselves to be taken alive by an enemy. One-sixth of General White's soldiers has been lost by his effort to drive the enemy back only far enough so that Ladysmith might be safe from bombardment.

There was some consolation when the Duke of York, in 1799, capitulated with the whole of his army, because of the fact that a large number of French and Dutch prisoners then in England enabled the British General to arrange comparatively favourable terms. But now, as at Saratoga, when Burgoyne surrendered 5,800 men, and as at Yorktown when Cornwallis surrendered 7,000 men, there is nothing to alleviate the anguish of failure.

Since Majuba hill, in 1881, the officers of the British army have burned for an opportunity to wipe out the memory of that defeat. Now they find, to their dismay, that they are completely out-generated by Boer farmers, and that their artillery is powerless before the artillery of the two republics. Majuba hill is not yet avenged.

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Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,

[247]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

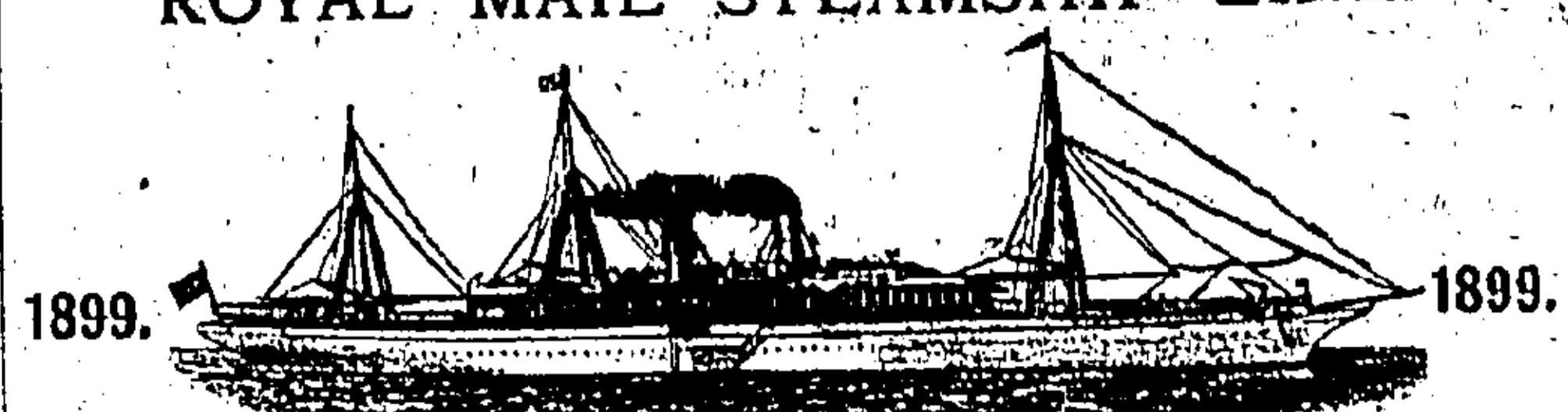
Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

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THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street. [3]

Hongkong, 27th November, 1899.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, The  
UNITED STATES, MEXICO, CENTRAL and  
SOUTH AMERICA, &c.

Lady JOICEY ..... 3,194 about Dec. 2  
Strathyle ..... 1,502 about Dec. 15  
Carlisle City ..... 3,002 about Dec. 31

The Steamship

"LADY JOICEY,"  
will be despatched for SAN DIEGO via  
NAGASAKI, KOBE, YOKOHAMA and  
HONOLULU, on SATURDAY, the 2nd  
December.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany cargo de-  
signed to Points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.

Hongkong, 24th November, 1899. [1330]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide ..... 2,832 | F. McNair... Dec. 2  
Saint Irene ..... 1,377 | W. Attree... Dec. 20  
City of Dublin ..... 3,328 | J. R. Rae... Dec. 30  
Brennagh ..... 1,359 | G. E. Elliott | Jan. 13

Also

FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGA-  
TION COMPANY.

Monmouthshire ..... 2,874 | W. A. Evans | Dec. 23  
Aberdegg ..... 1,377 | J. Murray | Jan. 27

The attention of Passengers is directed to  
the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-  
bles, DOCTOR and STEWARDESS ap-  
plied.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.  
Passenger to Europe may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Points.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port  
land, Or. (whatever may be the destination of  
the steamer).

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M., on the day  
previous to sailing.

For further information apply to

DODWELL & CO. LIMITED.

General Agents.

Hongkong, 27th November, 1899. [1374]

Mails.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st Dec., at Noon.
J. W. Townsend .....	YOKOHAMA (DIRECT)	THURSDAY, 7th Dec., at 4 P.M.
TOSA MARU .....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 15th Dec., at Noon.
H. Fraser .....	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
HAKATA MARU .....	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd Dec., at 4 P.M.
F. L. Sommer .....	MANILA, THURSDAY ISLAND SYDNEYVILLE, BRISBANE and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.
KAGOSHIMA MARU .....		
R. Nunomura .....		
YAWATA MARU .....		
A. E. Moses .....		
FUTANI MARU .....		
J. Thon .....		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 29th November, 1899.

NORDDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBURG .....	HAVRE and HAMBURG	3rd December.
Mayer .....	(LONDON with transhipment in HAMBURG)	About 10th December.
*KONGSBERG .....	HAVRE and HAMBURG	Freight and Passage.
Christiansen .....	(LONDON with transhipment in HAMBURG)	About 1st January.
AMURIA .....	HAVRE and HAMBURG	Freight.
Burneister .....	(LONDON with transhipment in HAMBURG)	January.
*SARNA .....	HAVRE and HAMBURG	Freight and Passage.
Fuchs .....	(LONDON with transhipment in HAMBURG)	January.
*SILESIA .....	MARSEILLES, HAVRE & HAMBURG	About 20th January.
Behrens .....	(LONDON with transhipment in HAMBURG)	January.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARELOWITZ & Co., Agents.

[951]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 27th Jan., 1900, at Noon.

HONGKONG MARU

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th December, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Passenger to China or Japan (or vice versa) will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th November, 1899.

HAMBURG-AMERIKA  
LINIE.

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.

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## NATIVES OF GUAM HOSTILE.

LEARY APPEALS FOR REINFORCEMENTS.  
WASHINGTON, October 23rd.—Natives of Guam, that interesting island in Ladrones which became the property of the United States by the terms of the Spanish-American treaty of 1898, are causing trouble to American authorities there. Captain Richard P. Leary, U.S.N., Governor of the island, has sent an urgent request for reinforcements, and the Navy Department and the brigadier general commanding the marine corps to-day issued orders for augmenting the Guam garrison by a battalion of marines. Several sections of this additional force, 350 men in all, will leave various stations for San Francisco as soon as possible. They will sail thence for Guam on army transports.

Information as to the details of the trouble in Guam are not obtainable. The natives of the island were credited with being peaceful. They appeared to be glad of the change of government, but according to advices from Governor Leary they have developed a hostile attitude to the Americans and are not as peaceful as was supposed. Their number is not great enough, however, to excite any apprehension in official circles as to the ability of the United States marines in the island to maintain order.

This change in sentiment or development of hidden feeling may be due to the Spanish influence that prevailed and perhaps still exists in the island. There was a small Spanish garrison at San Luis d'Apia, the principal town, when Captain Henry Glass, commanding the cruiser *Charleston*, which was conveying the army transports *City of Peking*, *Australia* and *City of Sydney*, sailed into its harbour June 20th, 1898, and made the Spanish Governor and his subordinates prisoners of war before they were able to understand that hostilities had commenced between the United States and Spain.

The Spanish force of six officers and fifty-four enlisted men was taken away on United States ships to Manila, but whether any of its members returned to Guam after peace was declared is not known here. Some of the enlisted men had families in Guam and may have gone back there to live instead of availing themselves of the privilege of being transported back to Spain at the expense of the United States.

Orders were sent also by the Navy Department to-day for the dispatch of another battalion of marines to Cavite, a naval station near Manila. These orders are the outcome of a request from Admiral Watson for marines to serve in the island of Cebu.—*S. F. Call.*

## FROM CAPE TO CAIRO BY RAIL.

BY W. T. STEAD.

In the October *Windsor* I complete my sketch of the Cape to Cairo Railway. After describing the extension from Cairo to Khartoum, I discuss the probable route beyond Khartoum.

The ultimate route of the Khartoum railway is uncertain. Originally, the idea was entertained of carrying it along the Nile valley from the south to what would have effected a junction. More careful examination of the proposed line of route has compelled a modification of this scheme. It is more likely that the railway will be deflected eastward, and, like the telegraph, will skirt the western frontiers of Abyssinia. There is also some talk of building the much discussed Suakin-Khartoum branch; but at present the notion is not to cross the desert to Berber, but to trend southward by Kassala. Suakin is undoubtedly the sea-gate of the Egyptian Soudan; and a line of a few hundred miles in length has always an enormous pull over its rival whose haulage exceeds a thousand miles.

## SEA-SIDINGS OF THE MAIN LINE.

Pointing out that railways without seaports are like plants without roots, I indicate the contemplated lines of communication with the sea between Alexandria and Cape Town. The only port in actual touch with the route is Beira, which is the natural seaport of Rhodesia, and which will, when Portugal sells her colonies, pass with Delagoa Bay into the hands of the English. The ribs, so to speak, which it is hoped will branch forth from this backbone of the African railway system, are two on the west, five on the east.

To the West coast there is at present talk of two railways, one crossing German territory to the British port of Walvisch Bay, the other stretching across the Congo Free State, which would unite the Atlantic with Lake Tanganyika. The railways from the East Coast which will feed the great trunk line are as follows:

(1) The Natal railway, which starts from Durban and at present terminates in the Transvaal.

(2) The Delagoa Bay railway, starting from the port of that name in Portuguese territory and terminating like the Natal railways in the Transvaal.

(3) The Beira railway, of which I have already spoken, crossing Portuguese territory, enters Rhodesia at Umatali, from which point it is in communication with Salisbury on the north and Bulawayo in the south-west.

(4) The German East African railway, which is still a subject for discussion at Berlin. This line, the preliminary survey of which has been undertaken, will start from Tabora, and, after crossing the German Protectorate, will throw out two branches, one terminating at Ujiji on Lake Tanganyika, the other at some post on the Victoria Nyanza.

(5) The British East African railway from Mombasa to the Victoria Nyanza. This line is now in course of construction.

(6) Between Mombasa and Suakin on the Red Sea there is a stretch of 1,600 miles as the crew flies, a belt through which there will be no access to the sea. Not until we reach Suakin can the Cape to Cairo line extend a branch to the sea. Whether *old* Berber or *old* Kassala, there is no doubt but that the grand trunk will some day reach the sea at Suakin.

ONE THOUSAND MILES OF RAIL AND THEN—

I next indicate the diminution of rail-distance which might be effected by using the waterways on the route:

If Mr. Rhodes were to utilise all the lakes on his way, he would be able to get a lift of 400 miles on Lake Nyassa, 400 more along Tanganyika, and nearly 300 on the Victoria Nyanza, so that at least one-third of the gap yet to be bridged could be crossed by steamer. If, in addition to the lakes, he decided to utilise the Nile below Khartoum, it is possible to travel when the Nile is high (40 miles from Khartoum to Fashoda), and if the floating vegetation could only be cut through by steamer and the waterway kept clear, he might go by boat to the Albert Nyanza, which is 70 miles further south. By utilising both river and lakes, the distance to be covered by rail would be reduced to a little more than 1,600 miles. Mr. Rhodes' idea is, however, to carry the railway the whole distance, so as to avoid transhipment and to escape the malaria marshes between Khartoum and the Albert Nyanza.

## THE ARCHITECTURAL IDEA.

The power of the mere new-thin-chance attention—

The essential and distinctive characteristic of the Cape to Cairo line is that, almost for the first time in the history of the British Empire, the piecemeal efforts of widely-separated workmen are successfully harmonised into a stupendous

whole by the colossal conception of one master mind. Most of the achievements of the English have been more or less unconscious and unintended. In Seelye's phrase, we found out Empires in a fit of absence of mind. But for Mr. Rhodes' the Cape to Cairo line would have got itself built in sections, and it would never have been discovered that it was a Cape to Cairo line until the last gap had been bridged and the trains were actually running.

## THE NEXT STEP IN PROCESS.

But the notion is still *in nubibus*. No practical proposal, it need hardly be said, has ever been made as yet to construct the Cape to Cairo line. All that is at present in negotiation is the construction of the northward extension of the Bechuanaland railway to the gold and coal fields of Rhodesia, which it is necessary to tap in the interests of the colonists themselves . . . When Matungabusi area is tapped, where seventy miles of coal-beds lie waiting the pick of the miner, not only will the railway find fuel, but it will also find mineral to fill the cars at present returned empty. The hundred miles from Bulawayo to Gwelo are all surveyed and pegged out ready for the constructor. From Gwelo to Matungabusi, a distance of one hundred and fifty miles, another section is surveyed, and will be taken in hand at once. Beyond Matungabusi there are only one hundred and fifty miles to cross before the line will reach the Zambezi. This river it is proposed to bridge just outside the Portuguese frontier, about five hundred miles east of the Victoria Falls, where a short bridge of a quarter of a mile will carry the line across the one great river it will meet on its northward way. Mr. Rhodes hopes to cross the Zambezi in five years' time. Up to this point the Cape to Cairo line may be said to have materialised, or to be on a fair way to materialise. North of the Zambezi the line exists only on paper and in the imagination of Mr. Rhodes.

The right of way through German territory is a point which remains as yet unsettled.—Review of Reviews.

## THE ABANDONMENT OF VRYBURG.

All idea of defending Vryburg was abandoned on October 15. The loyal British residents fled, and the renegade Dutch are said to have received the Boers warmly. At three o'clock on October 15 the magistrate announced to a large crowd, consisting chiefly of farmers, that the police had decided to retire, that the Volunteers would be disbanded, and that any who might choose to accompany the police would be allowed to do so. Immediately on the refugees leaving, people started off at full gallop to inform the Boers.

Assistant-Commissioner Major Scott addressed the police and Volunteers. After explaining the situation he asked those who were willing to remain and fight to step forward. Only six men responded to this appeal. The police expressed the opinion that though willing to fight, they had no chance against artillery.

Major Scott informed the magistrate of this, and the police rode out of the town, following the exodus of the townspeople, who were mostly English. Broken-hearted at his inability to defend the town through the disloyalty and treachery of the inhabitants, he shot himself on the same day.

In Major Scott we have lost a brave officer who is very much regretted by all who knew him—and whilst applauding the heroism which prompted his mistake action—we could have wished that he had remembered that brave men at this juncture can ill be spared and his experience and knowledge of the country would have been an invaluable addition to the local defence at either Mafeking or Kimberley.

But we treat his memory with reverence as one who preferred death to disgrace and a premature grave before cowardly surrender.

## NAMES.

The origin of the names of some of the towns in Cape Colony and Natal which are at present so prominently attracting public attention, are of interest. Durban is named from Sir Benjamin Durban, who was Governor of the Cape in 1834. Grahamstown and Harrismith are named respectively from military commanders—Colonel Graham, Beaufort, Somerset, and Cradock, are named from former Governors—the Earl of Kildare, Lord Charles Somerset, and Sir John Cradock (Lord Howden). The town of Ladysmith, Port Elizabeth, and Lady Grey, are called after the wives of Cape Governors. Kimberley is named after the Earl of Kimberley, who was Colonial Secretary from 1870 to 1874, when that town advanced from the position of a mushroom camp to that of a permanent mining centre.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Beeck & Co., A. Leopold, E. Marti, A. B. McLean, H. Martineau, E. Marthens, A. Moses, H. E. H. McRae, A. L. McDonald, Mrs. E. Moane, G. H. McLeod, Mr. and Mrs. Moldajad, P. Martini, Sig. Mitchell, J. McCoy, J. P. Maxwell, J. P. McGilivray, D. Monsarrat, F. G. McClelland, Miss Morris, R. Nathan Sons, N. P. Niven, L. T. Odin, U. Poindl, C. H. Potschak, M. Poruse, L. L. Pantoch, T. Partridge, C. Piemont, T. F. Pachey, Mons. Prynne, F. J. Pelley, E. Le Paulsen, Dr. A. Pierse, C. Pierce, Mrs. F. Powell, H. G. Rotenborg, K. Reynolds, J. Reyes, C. Rogers, Major A. Rouget, J. Rotstein, B. Rutnin, F. Reiber, F. Riccardo, P. Roberts, Mrs. D. Rouks, S. A. Saunders, Fred. Snall, Miss A. Smallwood, F. E. Saldanha, D. C. Stebbins, J. W. Sturman, V. Salt, Miss Abu

Guerra, T. Glaise, Mr. Gough, W. Goetz, L. Goghschin, M. Goldenberg, Miss B. Gronnhaben, Mr. W. Goldie, Mrs. G. Hostadt, L. Hardig, W. A. Hart, Miss M. Harvey, Mrs. C. Hudson, Lt. A. K. Heinzen & Co., C. Henkelt, S. B. Harrison, W. H. C. Hayes, Mr. Havit, Maria Hold, J. G. Hooper, A. F. Heward, J. C. Hutton, S. F. Haimovitch, E. Horwitz, E. Johnston, A. H. Joseph, L. Kunkel, M. Kaimol, J. J. Kyngdon, A. Lock, H. S. Lamb, W. P. Lawson, H. L. W.

## List of Registered Covers in Posto Restante.

Bonham, P. Coelhan, R. China, Bazaar Civita, James Cameron, Wm. Crawford, J. R. Cunningham, A. Colman, Mrs. W. H. Chief Engineer Hong Kong Railway Din, M. Davies, Capt. Falkenflick, S. Fanstein, Miss A. Fook Sing & Co. Feizis, Dr. Fodor, D. Godaneky, E. Gdansky, S. O. Harris, F. Hesketh, S. B. (2) Hauffmann, W. W. Hall, G. Hooper, G. W. Israel, Elisk Jorge, J. V. Jackson, Sergt. C. Karim, Abdul Ko Sin Fan Klander Khan Khan, Mehta Legner, H. L. Lindsay, J. Buchanan

## List of Registered Covers for Merchant Ships.

S.S. *Changsha* . . . . . C. F. Moule. S.S. *Catcha* . . . . . T. Williams. S.S. *Fornosa* . . . . . T. H. Gill. S.S. *Idoneus* . . . . . H. L. Lunt. S.S. *Loosok* . . . . . G. Menzies. S.S. *Mongkut* . . . . . James Robert. S.S. *Patricia* . . . . . W. R. Wigmore. S.S. *Puramang* . . . . . Chief Engineer. S.S. *Sarpedon* . . . . . John Harris. S.S. *Simla* . . . . . W. Harriet. S.S. *Titan* . . . . . Capt. Anderson.

## Intimations.

## NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate, for Particulars apply c/o This Office. Hongkong, 18th August, 1899. [1048a]

## WEST RIVER SERVICE.

## THE New River Steamers

"SAMSHUI" & "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUI, SHIUNG and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals. HONGKONG to SAMSHUI. Single Fare . . . . . \$10.00 Return Fare . . . . . 17.50 HONGKONG to WUCHOW. Single Fare . . . . . \$20.00 Return Fare . . . . . 35.00

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUAI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1899. [1449a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA, CEBU AND ILOILO.

## THE Company's Steamship

"NANCHANG" will be despatched as above on FRIDAY, the 1st December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1899. [1449a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd November, 1899. [1450a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

## THE Company's Steamship

"WOOSUNG," Captain Dawson, will be despatched as above on FRIDAY, the 1st December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1899. [1449a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"SUNGKIAN," Captain Moore, will be despatched as above on SATURDAY, the 2nd December.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1899. [1449a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR NEW YORK, VIA SUEZ CANAL.

## THE Company's Steamship

"AFGHANISTAN," will be despatched for the above port.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 28th November, 1899. [1449a]

## CHINA NAVIGATION COMPANY, LIMITED.

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Agents.

Hongkong, 28th November, 1899. [1449a]

**Intimations.**

**DENTISTRY.**  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central.  
Hongkong, 8th March, 1899.

**SIEN TING,**  
SURGEON DENTIST,  
No. 10, DAGUILLAR STREET.  
TERMS VERY MODERATE,  
Consultation free.  
Hongkong, 27th September, 1898.

[43]



Kananga Water, the most delightful, fully refreshing. Toller Water it renders skin firm, relieves mosquito bites and impairs a delicate fragrance and feeling of comfort and freshness.

New Scentations in Perfumery  
RIGAUD'S KANANGA EXTRACT  
RIGAUD'S WHITE ROSE  
RIGAUD'S MELATI EXTRACT  
RIGAUD'S IXORA D'AFRIQUE EXTRACT  
RIGAUD'S LILY OF THE VALLEY EXTRACT  
RIGAUD'S YLANG-YLANG EXTRACT  
RIGAUD'S BANTAM EXTRACT  
RIGAUD'S JASMINE or Chameli EXTRACT  
S. RUS VIVIENNE, S. PARIS

**NOTICE.**

**NOT RESPONSIBLE FOR DEBTS.**

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:-  
REUZE, American ship, D. Whitmore—Standard Oil Co.

**VISITORS AT THE HONGKONG HOTEL.**

Mr. J. H. Aitken  
Mrs. John Angus  
Dr. C. Bach  
Mr. W. S. Bailey  
Mr. B. J. Barlow  
Mrs. A. Barnett  
Mr. Max Berol  
Mr. W. Berg  
Mr. W. M. Black  
Com. Blackburn, R.N.  
Comdr. B. Blechen  
Mr. and Mrs. A. H. Bottenheim  
Mr. B. Branch  
Mr. J. W. Brown  
Mr. G. Brusse  
Mr. A. Bune  
Mr. T. F. Brundorf  
Mr. A. B. Carter  
Dr. and Mrs. F. Clark  
Mr. and Mrs. Sherman  
Mr. W. H. Clemesha  
Miss J. L. Cooper  
Miss Culliford  
Mr. P. C. Denroche  
Mr. R. H. Douglas  
Mr. A. H. Ellis  
Mrs. W. H. Everett  
Mrs. Farrell and child  
Mrs. J. Finnick  
Mrs. W. Fuckel  
Miss M. Geary  
Mr. & Mrs. K. Gibson  
Comdr. F. D. Gilmore  
Capt. Goddard  
Major and Mrs. Griffin  
Mr. and Mrs. G. S.  
Grosvenor  
Mrs. Groves  
Mr. T. Gittighard  
Mrs. Gustin  
Mr. R. J. Hall  
Miss Huntington  
Mr. Y. Hayakawa  
Mrs. Heigley  
Mrs. Holcombe  
Staff-Surg. and Mrs. W. E. Home  
Mrs. Howard  
Miss Humphries  
Mrs. Jackson  
Major and Mrs. Jeffreys  
Mr. E. A. Katsch  
Miss J. Keithiley  
Mr. W. J. Kenny  
Mr. J. Kilworth  
Mr. Kirkwood  
Madam Konrah  
Mr. J. Lamke  
Mr. E. A. Leggett  
Mr. L. A. Levy  
Mr. A. G. Macmillan  
Mr. W. V. Maslovsky  
Mr. John Mason  
Miss Mason

**VISITORS AND RESIDENTS AT THE PEAK HOTEL.**

Mr. and Mrs. F. E. Allhusen  
Capt. Kofod  
Mr. J. E. Lee  
Mr. Louis Berndoague  
Mr. H. F. R. Brayne  
Mr. P. Bure  
Capt. Van Corback  
Mr. G. H. Dunn  
Mr. and Mrs. W. H. T. Dunn and child  
Mr. A. L. Denison  
Mr. P. Dow  
Colonel H. Elsdale  
Mr. J. S. Ezekiel  
Mrs. A. Fleck  
Mr. A. Forbes  
Lt.-Col. A. R. Fraser  
Mr. H. G. Gompertz  
Colonel E. H. Gorger  
Mrs. Ibung  
Major G. R. St. John

GRACIERBURN.  
Rev. F. Flynn, R.N.—Miss Von der Pförtner  
Mr. R. F. Johnston—Miss Gladys Von der Pförtner  
Mr. C. Meister—Miss Gladys Von der Pförtner  
Hop. and Mrs. R. D. Mr. T. Reeves  
Grenville, Capt. Dr. Venetia  
Miss Ormrod  
Miss and Mrs. Von der Pförtner  
Miss Simmonds  
Pförtner  
Miss Little Von der Pförtner  
Madame Volpicelli  
Floridan

**The Share Market.**

**LATEST QUOTATIONS.**  
(November 29th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Co., Corporation	\$125	349 ½ premium.
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£ 1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£ 5 ½ buyers
National Bank of China, Ltd. Founders Do.	£ 1	£ 20
£ 8 £ 30		
<b>Marine Insurances.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$ 42
China Traders' Ins. Co., Ltd.	\$ 25	\$ 59
North China Ins. Co., Ltd.	£ 25	Tls. 200
Yangtsze Ins. Assoc. Ltd.	\$ 60	£ 21
Canton Ins. Office, Ltd.	\$ 50	£ 13
Straits Ins. Co., Ltd.	£ 20	£ 5
<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$ 37 ½
China Fire Ins. Co., Ltd.	\$ 20	\$ 87 buyers
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$ 30
Indo-China Steam Navigation Co., Ltd.	£ 10	£ 85
China & Manila S.S. Co., Ltd.	\$ 50	\$ 90
Douglas Steamship Co., Ltd.	\$ 50	£ 47
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	£ 9 ½ buyers
China Mutual S. N. Co., Ltd.—(O'ary.)	£ 10	£ 8 buyers
Star Ferry Co., Ltd.	£ 5	£ 4 ½ buyers
"Shell" Transport & Trading Co., Ltd.	£ 100	£ 230
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$122
Luzon Sugar Refining Co., Ltd.	\$100	\$47
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 6	\$ 84
Punjom Mining Preference Shares	£ 1	£ 1 40
Societe Francaise des Charbonnages de Tonkin	Fcs. 250	\$300 buyers
Queen Mines, Ltd.	25 cts	£ 0 45
Jelebu Mining and Trading Co., Ltd.	£ 5	£ 10
Raub Allan Gold Mining Co., Ltd.	£ 50	£ 63
Olivers Freehold Mines, Ltd.	£ 5	£ 9
Olivers Freehold Mines, Ltd.	£ 4	£ 6 75
Great Eastern & Colonial Gold Mining Co., Ltd.	£ 5	£ 8 80
Do. (Preference)	£ 1	£ 5 50 sellers
Docks, Wharves, and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	52 ½ %
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	£ 85
Wanchai Warehouse & Storage Co., Ltd.	£ 37 ½	£ 45 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	£ 10	£ 9 50
Hongkong Land Investment & Agency Co., Ltd.	£ 50	£ 110
Kowloon Land and Building Co., Ltd.	£ 30	£ 28
West Point Building Co., Ltd.	£ 50	£ 29 ½
Hongkong Hotel Co., Ltd.	£ 50	£ 120
Humphrey's Estate & Finance Co., Ltd.	£ 10	£ 94
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	£ 100	£ 58
Evo Cotton Spinning & Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 65
Enou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 75
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 350
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
Miscellaneous.		
Green Island Cement Co., Ltd.	£ 10	£ 28
China-Borneo Co., Ltd.	£ 55	£ 10
Watson & Co., Ltd.	£ 10	£ 6 25
Watkins, Limited	£ 10	£ 10
Hongkong Electric Co., Ltd.	£ 10	£ 10
Hongkong and China Gas Co., Ltd.	£ 10	£ 30
Hongkong Royal Manufacturing Co., Ltd.	£ 50	£ 94 buyers
Geo. Fenwick & Co., Ltd.	£ 25	£ 42
Hkong Ice Co., Ltd.	£ 25	£ 25
Hkong High-Level Tramways Co., Ltd.	£ 100	£ 47 ½
Dairy Farm Co., Ltd.	£ 5	£ 8
Hongkong and China Bakery Co., Ltd.	£ 50	£ 25
Mr. A. S. Sinclair	£ 10	£ 15 buyers
Dr. Reich Subsztat	£ 10	£ 12
Mr. A. P. Stokes	£ 10	£ 10
Mr. O. D. Thompson	£ 10	£ 8
Mr. G. H. Wheeler	£ 10	£ 5 per share
Mr. A. G. Wood	£ 4	£ 4
Benjamin, Kelly & Potter Share Brokers		
Telegraph Address—"Rialto"		
Telephone No. 149		

**EXCHANGE.**

Hongkong, 29th November  
ON LONDON, Telegraphic Transfer...1/11 7/16  
Bank Bills, on demand, 10 p.m.  
Credits, 4 months' sight ...2/10 1/10  
" 6 months' 4 months' sight ...2/10 3/16  
ON PARIS, Bank Bills, on demand ...2/4 6  
Credits, 4 months' sight ...2/4 5/24  
ON NEW YORK, Bank Bills, on demand ...4/7  
Credits, 30 days' sight ...4/8  
ON BOMBAY, Telegraphic Transfer ...145  
On demand ...145  
ON SHANGHAI, Telegraphic Transfer ...7/1  
Private, 30 days' sight ...7/1  
ON YOKOHAMA, T.T. ...4 per cent. prem.  
Sovereigns, Bank's Buying Rate ...\$10.25  
Gold Leaf 100 touch, per tael ...53 40  
Bar Silver ...27 3/16  
Dollars ...5 per cent. prem.

**OPIUM QUOTATIONS.**

Hongkong, 29th November  
New Patna .....895 per chest.  
New Benares .....872 per picul.  
Old Malwa .....910 per picul.  
Persian, paper tied .....825

**VESSELS IN PORT.**

Steamers.

AMBRA, German steamer, 2,200 Burmese, 27th Nov.—Hamburg 8th Oct., and Singapore 18th Nov., General—Siemens & Co.

AMIGO, German steamer, 872, J. Bendixen, 28th Nov.—Haiphong 25th Nov., Rice—Jensen & Co.

BISAGNO, Italian steamer, 1,509, D. Magazzini, Dante, 27th Nov.—Bombay 4th Nov., and Singapore 18th Nov., General—Carlotti & Co.

CHELYDKA, British steamer, 872, J. T. Davies, 26th Nov.—Calcutta via Penang and Singapore 17th November, General—Jardine, Matheson & Co.

DAPHNE, German steamer, 1,292, Th. Nissen, 17th Nov.—Kutchinotz 12th Nov., Coal—Siemssen & Co.

EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.—Swatow 22nd Oct., Ballast—Lauts, Wegener & Co.

ESMERALDA, British steamer, 966, A. R. Cobban, 23rd Nov.—Manila 22nd Nov., General—Shewan, Tomes & Co.

GAELIC, British steamer, 2,691, Wm. Finch, R.R.N., 22nd Nov.—San Francisco 24th Oct., Honolulu 31st, Yokohama 14th Nov., Kobe 15th, Nagasaki 17th, and Shanghai 19th, Mails and General—O. & S. S. Co.

HAI-TZAN, British steamer, 1,183, J. S. Roach, 19th Nov.—Foochow and Amoy 18th Nov., General—Douglas, Laprade & Co.

HATING, French str., 705, M. Jensen, 26th Nov.—Haiphong and Hoihow 25th Nov., General—A. R. Marti.

HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2 Nov., General—Melchers & Co.

HOLSTEIN, German steamer, 985, M. Ipland, 28th Nov.—Saigon 22nd Nov., Rice—Jensen & Co.

MACHIEV, British steamer, 995, J. E. Farrell, 25th Nov.—Siam 15th Nov., and Swatow 24th General—Butterfield & Swire.

NANCHANG, British steamer, 1,098, E. Findlay, 23rd Nov.—Canton 22nd Nov., General—Butterfield & Swire.

PAKSHAN, British steamer, 1,235, J. Jenkins, 20th Nov.—Bangkok 9th Nov., Rice and Meal—Bradley & Co.

PROSPER, Norwegian steamer, 789, E. Thomsen, 28th Nov.—Canton 27th Nov., General—Geo. R. Stevens & Co.

QUEEN ADELAIDE, British steamer, 1,835, F. M. Mai, 28th Nov.—Shanghai 24th Nov., General—Dowdell & Co.

SABINE RICKMERS, British steamer, 690, J. R. Nasbel, R.N.R., 26th Nov.—Swatow 25th Nov., General—Arnhold, Karberg & Co.

SANDAKAN, German steamer, 1,374, E. Muhle, 18th Nov.—Sandakan 12th Nov., Timber and General—Melchers & Co.

SOCOTRA, British steamer, 3,896, Thos. H. Hide, R.N.R., 28th Nov.—London 7th Oct., and Singapore 22nd Nov., General—P. O. S. N. Co.

SUNGKIAN, British steamer, 1,021, S. W. Moore, 28th Nov.—Manila 25th Nov., General—Butterfield & Swire.

THALES, British steamer, 819, Passmore, 28th Nov.—Taiwanfu 23rd Nov., Amoy 26th, and Swatow 27th, General—Douglas, Laprade & Co.

UNDAUNTED, British steamer, 2,026, S. Elcoate, 9th Nov.—Philadelphia 8th Sept., Kerosine Oil—Order.

Sailing Vessels.

ADOLPH OHRRIG, American bark, 1,302, Armbury, 17th Oct.—New York 5th May, Case Oil—Standard Oil Co.

JOHN McDONALD, American ship, 2,128, Stern, 25th Nov.—New York 25th June, Oil—Standard Oil Co.

LOTHAIR, Italian